

Poetry.

Wishing.

BY JOHN G. SAGE.

Of all amusements for the mind,
From logic down to fishing,
There isn't one that you can find
So very cheap as "wishing!"
A very choice diversion, too,
If we but rightly use it,
And not, as we are apt to do,
Pervert it, and abuse it.
I wish—a common wish, indeed—
My purse was something fatter;
That I might cheer the child of need,
And not my pride to flatter;
That I might make oppression reel,
As only gold can make it;
And break the tyrant's rod of steel,
As only gold can break it.
I wish—that sympathy and love,
And every human passion,
That has its origin above,
Would come, and keep in fashion;
That Scorn, and Jealousy, and Hate,
And every base emotion,
Were buried fifty fathoms deep
Beneath the waves of Ocean!
I wish—that friends were always true,
And motives always pure;
I wish the good were not so few,
I wish the bad were not so numerous;
I wish that persons never forgot
To heed their plow teaching;
I wish that preaching was not
So different from preaching!
I wish—that modest worth might be
Appraised with truth and candor;
I wish that innocence were free
From treachery and slander;
I wish that men their vows would mind,
That women never were covetous;
I wish that wives were always kind,
And husbands always lovers.
I wish—in fine—that joy and mirth,
And every good ideal,
May come, erewhile, throughout the earth
To be the glorious Real;
Till God shall every creature bless
With his supreme blessing,
And hope be lost in happiness,
And wishing in possessing!

Miscellaneous.

The Cabin Boy.

On my way across the Sound I fell
in with two old sea captains—John
Streeter and Asa Morton—with whom
I had some slight acquaintance. Capt.
Streeter was about three score, and
had followed the sea during most of
his life. Morton was considerably
younger, but still a seaman of much
experience. The subject of the abolition
of flogging in our navy came up
in course of conversation, and Capt.
Morton expressed himself very decid-
edly in favor of time honored institu-
tions, the cat-o-nine-tails.
"I am not prepared to say," remarked
Capt. Streeter, in reply, "that the
condition of our man-o'-wars-men will
be in every case benefitted by the
abolition of flogging, though I am sure
that it might be so. I mean, of course,
for such offences as are usually pun-
ished on ship."
"For my part," returned Morton, "I
shouldn't care to take command of a
ship if the power of punishing refrac-
tory seamen as I thought proper were
taken from me."
"Well," said Capt. Streeter, "I used
to think just so. In fact, there were
but few masters more passionate or se-
vere than I was. Men used to run a-
way from me, and on more than one
occasion my life has been in danger
from violence of men I have abused.
I used the cat and the rope's end al-
most as freely as I used my tongue;
and I used to wonder how it happened
that I always had the luck to get such
bad men."
When I was about forty years of age
I took command of the ship Petersham.
She was an old craft, and had seen
full as much service as she was capa-
ble of seeing with safety. But her own-
ers were willing to trust a valuable
cargo in her, so I wouldn't refuse to
go myself. We were bound for Liver-
pool, and nothing happened until about
the eighth day out, when we ran foul
of a small iceberg. It was early in the
morning, before sunrise, and not above
five or six feet of ice was above water,
it having nearly all melted in the warm
waters of the Gulf Stream. I did not
think we had sustained much injury,
for the shock was slight but I was very
angry and gave the look-out a severe
punishment, without stopping to en-
quire whether he could have seen the
berg in time to escape it.
My cabin boy was named Jack With-
ers. He was fourteen years of age, and
this was his first voyage. I had taken
him from a widowed mother, and had
promised her that I would see him well
treated—that was, if he behaved him-
self. He was a bright, quick, intelli-
gent lad, but I soon made myself be-
lieve that he had an awful disposition.
I fancied that he was the most stub-
born piece of humanity I had ever
come across. I made up my mind he
had never been properly governed, and
resolved to break him in. I told him
I'd curb his temper before I had done
with him. In reply he told me that I
might kill him if I liked; and I flogged
him with the end of the mizzen-top-
gallant halliards till he could hardly
stand. I asked him if he got enough,
and he told me I might flog him more
if I wished it. I felt a strong inclina-
tion to throw the boy overboard, but
at the moment he staggered back a-
gainst the mizzen mast from absolute
weakness, and I left him to himself.
When I reasoned calmly about the

boy's disposition, I was forced to ac-
knowledge that he was one of the smart-
est and most faithful lads I had ever
seen. When I asked him to do any-
thing he would be off like a rocket;
but when I roughly ordered him to do
it, then came the disposition with which
I found fault.
One day when it was very near noon,
I spoke to him and told him to go down
below and bring up my quadrant. He
was looking over the quarter rail, and
I knew he did not hear me, and the
next time I spoke ripped out an oath,
and intimated if he didn't move I'd
hemp him.
"I didn't hear ye," he said, with an
independent tone.
"No words," said I.
"I s'pose I can speak," he retorted,
moving slowly towards the companion
way.
His looks, words, and the slow, care-
less manner in which he moved, fired
me in a moment, and I grasped him
by the collar.
"Speak to me again like that, and I'll
flog you within an inch of your
life," said I.
"You can flog away," he replied, firm
and undaunted as a rock.
And I did flog him. I caught up the
end of a rope, and beat him until my
arm fairly ached; but he never even
winced.
"How's that," said I.
"There is a little more life in me
you'd better flog out," was the reply.
And I did flog him again. I beat
him until he sank from my hand against
the rail; and then I sent one of the
men for my quadrant.
When it came and I had adjusted it
for my observation, I found that the
sun was already past the meridian,
and that I was too late.
This added fuel to the fire of my mad-
ness, and quickly seizing the lad by
the collar, I led him to the main hatch-
way, and had the hatch taken off.
I then thrust him down it, and swore I
would keep him there until his stub-
bornness was broken. The hatch was
then put on, and I went into the cabin.
I suffered a good deal that afternoon,
not with my punctuations for what I
had done, but with my own temper and
bitterness. But it made me mad to
think that I could not conquer that
boy—that I could not break down his
cool, stern opposition. "But I will do
it," I said to myself, "thy heavens
above me, I'll starve him into it, or he
shall die under the operation."
After supper I went to the hatch-
way, and called out to him, but he re-
turned me no answer. So I closed the
hatch and went away. At ten o'clock
I called again, and I got no answer.
I might have thought that the flogging
had taken away his senses, had not
some of the men assured me that they
had heard him, not an hour before,
talking to himself. I did not trouble
him again till morning. After break-
fast I went to the hatchway and called
out to him once more. I heard nothing
from him, nor could I see him—I had
not seen him since I put him down
there. I called out several times, but
he would make no reply—and yet the
same men told me that they had heard
him talking that very morning. He
seemed to be calling on them for help,
but he would not ask for me. I meant
to break him in to it. He'll beg before
he'll starve," I thought, and so deter-
mined to let him stay there. I suppose
he had crawled forward to the bulk
head, in order to make the sailors hear
him. Some of the men asked leave to
go down and look for him, but I re-
fused. I threatened to punish the first
man that dared to go down.
At noon I went again, and as he did
not answer me this time, I resolved
that he should come to the hatchway,
and ask for me ere I went any more.
The day passed away, and when eve-
ning came again I began to be start-
led. I thought of the many good qual-
ities the boy had, and of his widowed
mother. He had been in the hold thirty-
six hours, and all of forty without
food or drink. He was too weak to
give up now, but if he had died from ab-
solute starvation, it might go harder with
me still. So at length I made up my
mind to go and see him. It was not
quite sundown when I had the hatch
taken off, and I jumped down from the
boxes alone.
A little way forward I saw a space
where Jack might have easily gone
down, and to that point I easily crawled
on my hands and knees. I called
out there but could get no answer. A
short distance farther was a space,
which I had entirely forgotten, but now
remembered had been left open on ac-
count of a break in the flooring of the
hold, which would have let everything
that might have been stowed there
rest directly upon the thin planking of
the ship.
To this place I made my way, and
looked down. I heard the splashing of
water, and thought I could detect a
sound like the incoming of a tiny jet
or stream. At first I could see nothing,
but as soon as I became used to the
dim light, I could distinguish the
faint outline of the boy, at some dis-
tance below me. He seemed to be sit-
ting on the broken floor, with his feet
stretched out against the bulk head. I
called out to him, and thought he looked
up.

And he answered me in a faint weary
tone:
"Yes, help me! For heaven's sake
help me! Bring me, and bring a lan-
tern, the ship has sprung a leak!"
I hesitated, and he added in a more
hurried tone—
"Make haste—I will try and hold it
till you come back."
I waited to hear no more, but hurried
on deck as soon as possible, and re-
turned with a lantern and three men.
I leaped down beside the boy, and could
scarcely believe the evidence of my
own senses. Three of the timbers were
completely worm eaten to the very
heart, and one of the outer planks had
been broken and would burst in any
moment the boy might leave it, whose
feet were braced against the bulk head
before him. Half-a-dozen little jets of
water were streaming in about him, and
he was wet to the skin. I saw that the
plank must burst the moment the strain
was removed from it, so I made my
men brace themselves against it before
I lifted him up. Other men were called
down with planks, and pikes, and
adzes, and with much care and trouble,
we finally succeeded in stopping the
leak, and averting the danger. The
plank which had been stove in was six
feet long by eight inches wide, and
would have let in a stream of water of
that capacity. It would have been be-
yond our reach long ere we could have
discovered it, and would have sunk us
in a very short time. I knew it must
be where the iceberg struck us.
Jack Withers was taken to the cabin;
there he managed to tell his story.—
Shortly after I put him in the hole he
found forward, and when he became
used to the glimmer that came through
the dead-lights, looked about for a
snug place in which to lie, for his limbs
were sore. He went to sleep, and when
he awoke he heard a faint sound, like
water streaming through a small hole.
He went to the open place in the car-
go, and looked down, and he was sur-
prised that he saw a small jet of water spring-
ing up from the ship's bottom. He
leaped down, and in a few minutes
found that the timbers had wholly given
away, and that the water within was
pressing it inward. He had sense
enough to see that if it gained an inch
more it must all go, and the ship be
lost, and perhaps all hands perish.—
And he saw, too, that if he could keep the
broken plank in its place he might
stop the incoming flood. So he sat him-
self up on it, and braced his feet against
the bulk head, and then called for help.—
But he was so far away, so low down,
with such a dense mass of cargo above
him that his voice scarcely reached
other ears than his own. Some of the
men heard him but thought he was
talking to himself.
And there he sat, with his feet braced
for four-and-twenty dreary hours,
with the water spurting in tiny streams
all over him, drenching him to the skin.
He thought several times of going to
the hatchway and calling for help; but
he knew that the broken plank would
be forced in if he left it, for he could
feel it heave beneath him. His strength
was failing him—his limbs were rack-
ed with pain—but he would not give
up. I asked him if he would not have
given up if I had not come as I did.—
He answered that he could not have
done it while he had life in him. He
said he thought not of himself—he was
ready to die—but he would save the
rest if he could—and he had saved us,
surely saved us all, from a watery grave.
That boy lay sick almost unto death;
but I nursed him with my own hands
—nursed him through his delirium;
and when his reason returned and he
could sit up and talk, I bowed myself
before him, and humbly asked his par-
don for all the wrong I had done him.
He threw his arms about my neck, and
told me if I would be good to him, he
would never give me cause for offence;
and added as he sat up again—"I am
not a coward—I couldn't be a dog."
From that hour I never forgot those
words; and from that hour I never
struck a blow on board my ship. I
make men feel that they are men—
that I so regard them, and that I wish
to make them as comfortable and hap-
py as possible; and I have not failed
to gain their respect and confidence.
I give no undue license, but make my
crew feel that they have a friend and
a superior in the same person. For
nine years I sailed in three different
ships, with the same crew. A man
couldn't be hired to leave me save for
an officer's berth.
And Jack Withers remained with
me thirteen years. He was my cabin
boy; one of the fore-most hands; my
second mate; and the last he sailed
with me refused the command of a new
barque because he would not be sep-
arated from me. But he is a captain
now, and of the best this country ever
afforded. Such gentlemen, in my ex-
perience in government and discipline
on shipboard.
—There is an anecdote of an editor
out West, who, when he was short of
matter, or grumbled the labor or type
requisite to put in print, used to send
out his paper with one side or page
entirely blank, merely drawing his sub-
scribers' attention to the fact by note
—"This space will be useful for the chil-
dren to write upon."
—"Much remains unused," remarked the
tom-cat, as a brickbat cut short his serene

A Story for Young Husbands.

"Where are you going, George?"
asked Mrs. Wilson, as her husband
rose from the tea-table, and took his
hat.
"Oh, I'm going out," was the care-
less response.
"But where?" asked his wife.
"What odds does it make, Emma?"
returned her husband. "I shall be
back at my usual time."
The young wife hesitated, and a
quick flush overspread her face. She
seemed to have made up her mind to
speak plainly upon a subject which
had lain uneasily upon her heart for
some time, and she could not let the
opportunity pass. It required an ef-
fort, but she persevered.
"Let me tell you what odds it makes
to me," she said, in a kind but tremu-
lous tone. "If I cannot have your
company here at home, I should at
least feel better if I knew where you
were."
"But you know that I am safe, Em-
ma—and what more can you ask?"
"I do not know that you are safe,
George. I know nothing about you
when you are away."
"Pooh! pooh! Would you have it,
then, that I am not capable of taking
care of myself?"
"You put a wrong construction up-
on my words, George. Love is al-
ways anxious when its dearest object
is away. If I did not love you as I
do, I might not be thus uneasy. When
you are at your place of business, I
never feel thus, because I know I can
seek and find you at any moment;
but when you are absent during these
long evenings, I get to wondering
where you are. Then I begin to get
lonesome; and so one thought follows
another, until I feel troubled and un-
easy. Oh, if you would only stay with
me a portion of your evenings!"
"Alas! I thought that was what you
were aiming at," said George, with a
playful shake of the head. "You would
have me here every evening."
"Well—can you wonder at it?" re-
turned Emma. "I used to be very
happy when you came to spend an
evening with me before we were mar-
ried; and I know I should be very
happy in your society now!"
"Ah!" said George, with a smile,
"those were business meetings. We
were arranging then for the future."
"And why not continue so to do,
my husband? I am sure we could be
as happy now as ever. If you will
remember, one of our plans was to
make a home."
"And haven't we got one, Emma?"
"We have certainly a place in which
to live," answered the wife, somewhat
evasively.
"And it is our home," pursued
George. "And," he added, with a
sort of confident flourish, "home is the
wife's peculiar province. She has
charge of it, and all her work is there;
while the duties of the husband call
him to other scenes."
"Well, I admit that, so far as cer-
tain duties are concerned," replied
Emma. "But you must remember
that we both need relaxation from la-
bor; we need time for social and men-
tal improvement and enjoyment; and
what time have we for this save our
evenings? Why should not this be
my home for an evening, as well as in
the day time and in the night?"
"How can it be if you are not here?
What makes a home for children if it
be not the abode of the parents?"
"What home can a husband have where
there is no wife? And—what real
home comfort can a wife enjoy where
there is no husband. You do not con-
sider how lonesome I am, all alone
here during these long evenings.—
They are the very seasons when I am
at leisure to enjoy your companionship,
and when you would be at leisure to
enjoy mine, if it is worth enjoying.—
They are the very seasons when the
happiest hours of home life might be
passed. Come—will you not spend a
few of your evenings with me?"
"You see enough of me as it is,"
said the husband, lightly.
"Allow me to be the best judge of
that, George. You would be very
lonesome here, all alone."
"Not if it was my place of business,
as it is of yours," returned the young
man. "You are used to staying here,
all wives belong to home."
"Just remember, my husband, that
previous to our marriage, I had pleas-
ant society all the time. Of course, I
remained at home much of my time,
but I had a father and a mother there,
and I had brothers and sisters there,
and our evenings were happily spent.
Finally, I gave up all for you. I left
the old home, and sought a home with
my husband. And now have I not a
right to expect some of your compan-
ionship? How would you like to have
me away every evening, while you
were obliged to remain here alone?"
"Why—I should like it well enough."
"Ah—but you would not be willing
to try it."
"Yes, I would," said George, at a
venture.
"Will you remain here every
evening next week, and let me spend
my time among my female friends?"
"Certainly I will," he replied; and
I assure you I shall not be so lonesome
as you imagine."
With this the husband went out, and

was soon among his friends. He was
a steady, industrious man, and loved
his wife truly; but, like thousands of
others, he had contracted a habit of
spending his evenings abroad, and
thought it no harm. His only practi-
cal idea of home seemed to be that it
was a place which his wife took care
of, and where he could eat, drink and
sleep, as long as he could pay for it.
In short, he treated it as a sort of
private boarding house, of which his
wife was landlady; and if he paid all
the bills, he considered his duty done.
His wife had frequently asked him to
stay at home with her, but she had
never ventured on any argument be-
fore, and he had no conception of how
much she missed him. She always
seemed happy when he came home,
and he supposed she could always be
so.
Monday evening came, and George
Wilson remained true to his promise.
His wife put on her bonnet and shawl,
and he said he would remain and keep
house.
"What will you do while I am gone?"
Emma asked.
"Oh, I shall read and sing, and en-
joy myself generally."
"Very well," said Emma. "I shall
be back early."
The wife went out, and the husband
was left alone. He had an interest-
ing book, and he began to read it.—
He read till eight o'clock, and then he
began to yawn, and look frequently
at the clock. The book did not in-
terest him as usual. Ever and anon
he would come to a passage which he
knew would please his wife, and in-
stinctively he turned as though he
would read it aloud, but there was no
wife to hear it. At half-past eight he
rose from his chair and began to pace
the floor and whistle. Then he got his
flute, and played several of his favorite
airs. After this he got a chess-board,
and played a game with an imaginary
partner. Then he walked the floor
and whistled again. Finally the clock
struck nine and his wife returned.
"Well, George," said she, "I am
back in good time. How have you en-
joyed yourself?"
"Capitally," returned the husband.
"I had no idea it was so late. I hope
you have enjoyed yourself."
"Oh, splendidly," said his wife. "I
—I shall now much enjoyment there
was away from home. Home is a dull
place, after all—isn't it?"
"Why no—I can't say that it is,"
returned George, carelessly. "In
fact," he added, "I rather like it."
"I'm glad of that," retorted Emma.
"For we shall both enjoy ourselves now
You shall have a nice, comfortable
week of it."
George winced at this, but he kept
his countenance, and determined to
stand it out.
On the next evening Emma pre-
pared to go out again.
"I shall be back in good time," she
said.
"Where are you going?" her hus-
band asked.
"Oh, I can't tell exactly. I may
go to several places."
So George Wilson was left alone a-
gain, and he tried to amuse himself as
before, but he found it a difficult task.
Ever and anon he would cast his eyes
upon that empty chair, and the thought
would come, "How pleasant it would
be if she were here!" The clock finally
struck nine, and he began to listen
for the step of his wife. Half an hour
more slipped by, and he became very
nervous and unhappy.
"I declare," he muttered to himself,
after he had listened for some time in
vain, "this is too bad. She ought not
to stay out so late!" But he hap-
pened to remember that he often re-
mained away much later than that, so he
concluded that he must make the best
of it.
At a quarter to ten Emma came
home.
"A little late, am I not?" she said,
looking up at the clock. "But I fell
in with some old friends. How have
you enjoyed yourself?"
"First-rate," returned George, brave-
ly. "I think home is a capital place."
"Especially when a man can have it
all to himself," added the wife, with a
sidelong glance at her husband. But
he made no reply.
On the next evening Emma pre-
pared to go out as before, but this time
she kissed her husband ere she went,
and seemed to hesitate.
"Where do you think of going,"
George asked in an under-tone.
"I may drop in to see Uncle John,"
replied Emma. "However, you won't
be uneasy. You'll know I'm safe."
"Oh, certainly," said her husband;
but when left to his own reflections he
began to ponder seriously on the sub-
ject thus presented for consideration.
He could not read; he could not play;
nor enjoy himself in any way while
that chair was empty. In short, he
found that home had no real comfort
without his wife. The one thing need-
ed to make home cheerful was not pre-
sent.
"I declare," he said to himself, "I
did not think it would be so lonesome.
And can it be that she feels as I do,
when she is here all alone? It must
be so," he pursued thoughtfully. "It
is just as she says. Before we were
married, she was very happy in her
childhood's home. Her parents loved

her, and brothers and sisters loved
her, and they did all they could to
make her comfortable."
After this he walked up and down
the room several times, and then stop-
ped again and communed with him-
self.
"I can't stand this," said he. "I
should die in a week. If Emma were
only here I think I could amuse my-
self very well. How lonesome and
dreary it is! And only eight o'clock!
I declare—I've a mind to walk as far
as Uncle John's and see if she is there.
It would be a relief if I only saw her.
I won't go in. She shan't know but
that I hold out faithful."
George Wilson took another turn
across the room, glanced once more at
the clock, and then took his hat and
went out. He locked the door after
him, and then bent his steps toward
Uncle John's. It was a beautiful moon-
light night, and the air was keen and
bracing. He was walking along with
his eyes bent upon the pavement, when
he heard a light step approaching him.
He looked up, and—could not be mis-
taken—saw his wife. His first im-
pulse was to avoid her, but she had
recognised him.
"George," she said, in surprise, "is
this you?"
"It is," was the response.
"And you do not pass your evenings
at home?"
"This is the first time I have been
out, Emma, upon my word, and even-
now I have not been absent from the
house ten minutes. I merely came
out to take the fresh air. But where
are you going?"
"I am going home, George. Will
you go with me?"
"Certainly," returned the husband.
She took his arm, and they walked
home in silence. When Emma had ta-
ken off her things, she sat down on her
chair, and looked at the clock.
"You are home early to-night," re-
marked George.
The young wife looked up into her
husband's face, and with an expres-
sion half smiling and half tearful, she
answered, "I will confess the truth,
George; I have given up the experi-
ment. I managed to stand it last
evening, but I could not bear it through-
out to-night. When I thought of you
here all alone, I wanted to be with you.
I am right. I haven't enjoyed
myself at all. I have no home but
this."
"Say so?" cried George, moving
his chair to his wife's side, and taking
one of her hands. "Then let me make
my confession. I have stood it not a
whit better. When I left the house
this evening, I could bear it no longer.
I found that this was no home for me,
while my sweet wife was absent. I
thought I would walk down by Uncle
John's and see your face, if possible.
I had gazed upon your empty chair
till my heart ached." He kissed her
as he spoke, and then added, while she
reclined her head upon his arm, "I
have learned a very good lesson.—
Your presence here is like the burst-
ing forth of the sun after a storm;
and if you love me as I love you—
which, of course, I cannot doubt—my
presence may afford some sunlight to
you. At all events our next experi-
ment shall be to that effect. I will
try and see how much home comfort
we can find while we are both here to
enjoy it." Emma was too happy to
express her joy in words; but she ex-
pressed it, nevertheless, and in a man-
ner, too, not to be mistaken.
The next evening was spent at home
by both husband and wife, and it was
a season of much enjoyment. In a
short time George began to realize
how much comfort was to be found in
a quiet and peaceful home; and the
longer he enjoyed this comfort, the
more plainly did he see and understand
the simple truth, that it takes two
to make a happy home, and that if
the wife is one party the husband
must be the other.

captain remarked, "or we might wake
the passengers up with a little 'hop on
the light fantastic.'"
"Well," we replied (looking earnest-
ly over the list on the passenger-roll,)
"we must have some excitement, for
the passage is really wearisome."
Just at that moment our eyes fell
upon a name distinguished in the an-
nals of *diablerie*—no less a personage
than the celebrated wizard and ven-
triloquist, Signor Blits. Here was in-
deed reason for crying "Eureka," and
forthwith we proceeded in search of
the mysterious wizard. In a few mo-
ments, the Signor was found, quietly
reposing in his state-room, and the
whole assembly accordingly (the ses-
sion called for eloquence) laid before
him. Blits consented to create a lit-
tle "harmless fun," as he termed it;
but the sequel proved it more funny
than harmless. But, without antici-
pating, the wizard entered the stew-
ard's apartment and providing him-
self with a few huge slices of bread,
and obtaining some of his little ani-
mate assistants, he announced himself
prepared; but remarked that we must
select a good subject, for on that se-
lection depended the fun. We enter-
ed the forward saloon noiselessly, arm-
in-arm, and advanced toward the quiet,
sleepy-looking passengers, who were
collected together without aim or ob-
ject. While running our eyes rapidly
around the saloon in search of a vic-
tim, our attention was attracted to-
wards a young man dressed in a deep
suit of black, who was deeply absorbed
in a book, which he was attentively
perusing. We "nudged" the Signor;
pointed significantly at the young man,
and received from the former an af-
firmative answer, by a quiet movement
of the head. The Signor picked up
stool, seated himself unceremoniously
between the young stranger and the
end of the table near by. This move-
ment arrested the attention of the
stranger, who looked up, inquiringly.
"You seem to be much interested
in your book, sir," the signor remark-
ed.
"Yes, sir," he replied, "a good book
is to me preferable to a good dinner."
Signor.—"That depends upon the
length of time you have fasted. By
the way, I did not see you at the din-
ner table?"
Stranger.—"No, sir, I preferred my
book."
Signor.—"One dollar is high for a
single meal; I commend your econo-
my."
Stranger (indignantly).—*I eat when
hungry, whatever the price!*
Signor.—"I spoke of economy, be-
cause I observed some provisions in
your hat!"
Stranger (in an offended tone).—
"Provisions, sir? I carry no provi-
sions with me; I always eat at the pub-
lic table, and pay for it, too!"
The whole attention of the passen-
gers was now centered upon the speak-
ers and considerable interest manifest-
ed by the company in the peculiar sub-
ject under discussion.
Signor (lifting up the young gent's
hat from his side, and passing it un-
der the eyes of the entire group)—
"I do not wish to offend you, sir; but I
see here quite a supply of provisions!"
This created not a little merriment
at the expense of the stranger, which
soon increased to a laugh, as the wiz-
ard drew forth slice after slice of stale
bread from the young man's hat. The
stranger bit his lips in confusion, and
fixed his gaze upon the Signor; then,
with a smile, got up from his seat, and
moved toward his state-room.
"Frightened?" says one of the look-
ers-on, smiling at the sudden disap-
pearance of the stranger.
Stranger (emerging from the state-
room).—"No; not frightened, exact-
ly. I merely put away my book, be-
cause I find there is going to be some
fun aboard, and when there's fun a-
bout, I want to be 'counted in,' for
that's my forte."
Looker-on (enthusiastically).—"Good!
bravo, bravo! Go it, little man—you're
a match for him!"
The stranger had barely finished his
remarks, when a loud yelping and
snapping was heard at his heels, and
the passengers began to scatter, think-
ing a rabid dog was in their midst;
but a few minutes served to prove the
barking and yelping another trick of
the ventriloquist.
During the excitement about the
dog, the Signor seemed constantly
brushing something from behind his
ear, and becoming much annoyed by a
continual buzzing at his head, request-
ed one of the passengers to examine
his neck, for he was fearful a wasp had
taken passage on the boat, and was en-
gaged in the exclusive business of an-
noying him. An examination proved
the Signor's fears groundless, and the
fun with the stranger continued. Now
came the squealing of a pig, and, in a
few moments, the Signor, to the great
amusement of the crowd produced from
the stranger's bosom a small guinea-
pig, which jumped and ran round the
saloon as if pleased at being released
from such an uncomfortable berth.—
Again the Signor was seized with that
periodical attack of the wasp, and rid
himself of the little tormentor. Sev-
eral of the passengers attempted to
catch the refractory wasp, but each at-
tempt proved futile, and the attacks

of the insect upon the head of the Signor soon became a portion of the general amusement for the passengers, the buzzing of the wasp producing as much fun as any of the wizard's wonderful feats.

During all this time, the features of the stranger remained placid, though his brilliant black eyes flashed, and gave evidence of no small amount of mischief lurking within. The ventriloquist having failed to affect the stranger, resolved to try again, apparently determined not only to bring down the boat, but to bring down the stranger also.

Signor (stepping up to the young stranger).—Come, friend, sing us a good song! Won't you? Don't be so quiet.

Without further remark, the Signor commenced his wonderful ventriloquist singing powers by singing a favorite air, with a chorus of "Hi, lo! lo! lo! &c., each note of which appeared to come from the mouth of the young stranger. So complete was the illusion, that the stranger received shouts of applause at its conclusion, and notwithstanding the stranger's positive denial of singing a single word, the passengers insisted it was well done. During the singing, the Signor was again seized with the buzzing in his ears, that indefatigable wasp, and seemed utterly unable to free himself from the pertinacious insect.

"Now," remarked the stranger, "as you insist I have been singing a song, though entirely unconscious of the act myself, I think it but fair that Blitz should favor us with a song in return."

At the sound of Blitz's name, all were on the *qui vive*; and now, as the character of the inveterate joker was understood, the party insisted upon a song. Blitz (earnestly).—I tell you gentlemen, I am no singer, never sang a song in my life, except ventriloqually.

A Voice.—"That's a whopper!" Blitz (looking around).—Who spoke; who says I can sing?

A Voice (gruffly).—I do. Notwithstanding all efforts to find the speaker, he was not seen, and the bystanders supposed the voice a trick of the Signor's.

A Voice (apparently from the Signor, who was again annoyed with the buzzing of the wasp).—I'll sing—I'll sing.

Blitz.—Gentlemen, I did not speak; I cannot sing; there must be a ventriloquist here!

A Voice (apparently the Signor's).—Shouldn't acquaintance be forgot, Passengers.—O good heavens don't sing that!

Blitz.—I am not singing, gentlemen; this is a trick—a ruse; there's the song and remarks of the Signor were interrupted by another attack of the wasp, and the passengers were laughing immoderately at the efforts of the Signor to keep off the stinging, buzzing intruder.

Signor.—Gentlemen, let me explain; there is another ventriloquist here. I am sure of it, and think this stranger, our friend, must be the man!

Passenger (addressing the stranger).—Are you a ventriloquist?

Stranger (blandly).—When at home, I am!

Blitz (staring at the young stranger).—And your name is—

Stranger (smiling).—WYMAN, the wizard and ventriloquist!

Blitz.—And the confounded wasp was nothing more nor less than—

Stranger (interrupting).—Wyman, the ventriloquist!

The two wizards shook hands heartily, while the passengers enjoyed a laugh which fairly shook the boat from stem to stern, and for the balance of the trip there was no end to fun. The boat was stopped by Blitz, started by Wyman; Blitz got up a false alarm of fire, and Wyman burst the boiler, to the holy horror of several old maids. Blitz bolted whole potatoes at the table. Wyman stowed away chickens, alive and kicking. Blitz had a dozen waiters constantly bringing the wrong dishes. Wyman had dogs and cats under the table; and, between them both, the splendid steamer, "Goddess of Liberty," was completely turned into an immense stage, with the "Comedy of Errors" upon it for the amusement of the three hundred passengers.

Both wizards have since become intimately acquainted; and they have many a hearty laugh at the fun created on the Mississippi by the rival ventriloquists.

Will, Char. & Ruth. Railroad.

The annual meeting of the Stockholders in the Wilmington, Charlotte and Rutherford Railroad Company was held in this place on Friday last. Dr. H. H. Robinson, of Bladen, presided, and S. W. Davis, of S. C. Coran, Esq., acted as Secretary. 10,856 Shares of stock were represented in person and by proxy.

The Reports of the President, Treasurer, and Engineer, were read. From these documents we learn that 13 miles of the Road have been completed, and that the first section of 25 miles will be completed by the first of December next.

The former Board of Directors was re-elected, viz: H. W. G. of Lincoln; R. H. Coran, of D. Meares; A. H. Van Bokklyn, of Wilmington; J. A. McDaniel, of Bladen; R. S. French, of Robeson; Walter L. Steele, of Richmond; S. W. Cole, of Anson; H. W. Walker, of Union; S. W. Davis, of Mecklenburg; C. C. Hester, of Lincoln; G. Dickson, of Cleveland; A. G. Logan, of Rutherford.

At a subsequent meeting of the Board, the old officers were re-elected. H. W. G. was President; D. S. Coran, Sec'y., and Treasurer for the Eastern Division; V. A. McBe, Treas. for the Western Division; and John C. McRae, Chief Engineer.

A resolution was proposed in the meeting of stockholders authorizing the Company to entrench the Road from here to Wilmington, within the next two years, as well as to have fifty miles of it finished from this place to the west.—Chr. Democrat.

Arctic Exploration.

[From the London Times, of September 22.]

The Fox screw discovery vessel, (Captain McClintock), which was sent to the Arctic regions at the expense of Lady Franklin, to discover traces of the missing expedition, arrived off the Isle of Wight on Wednesday, the 21st.

CRUISE OF THE YACHT FOX, CONTINUED FROM PAGE 159.

It will be remembered that the Fox effected her escape out of the main pack in Davis' Straits, in latitude 68° 1' N., on the 25th of April, 1858, after a winter's ice drift of 1,194 geographical miles.

On the 8th of May our voyage was recommenced, God-haven and Upernivik visited, Melville Bay entered early in June, and crossed to Cape York by the 26th. Here some natives were communicated with; they immediately recognised Mr. Peterson, our interpreter, formerly known to them in the Grinnell expedition under Dr. Kane. In reply to our inquiries for the Esquimaux dog driver Hans, left behind from the Advance in 1858, they told us that he was residing at Whale Sound.

It was not until the 27th of July that we reached Pond's Inlet, owing to a most unusual prevalence of ice in the northern portion of Baffin's Bay, and which rendered our progress since leaving Holsteinborg one of increasing struggle. Without steam power we could have done nothing. Here only one old woman and a boy were found, but they served to pilot us up the inlet for twenty-five miles, when we arrived at their village. For about a week we were in constant and most interesting communication with these friendly people. Briefly, the information obtained from them was that nothing whatever respecting the Franklin expedition had come to their knowledge, nor had any wrecks within the last twenty or thirty years reached their shores.

The remains of three wrecked ships are known to them. Two of these appear to have been the whalers Dexter and Aurora, wrecked in August, 1821, some seventy or eighty miles southward of Pond's Inlet. The third vessel, now almost buried in the sand, lies a few miles east of Cape Hay. This people communicate over land every winter with the tribes at Igloodlik; they all knew of Parry's ships having wintered there in 1822-3, and had heard of late years of Dr. Rea's visit to Repulse Bay, describing his boats as similar to our whale boat, and his party as living in tents, within snow-houses, smoking pipes, shooting reindeer, &c. None of them. They remained there only one winter. No rumor of the lost expedition has reached them. Within Pond's Inlet the natives told us the ice decays away every year, but so long as any remains whiter about.

On the 9th of September we passed through Bellot Strait without obstruction, and secured the ship to fixed ice across its western outlet.

Our wintering position was at the east entrance of Bellot Strait, in a snug harbor. Although vegetation was tolerably abundant, and our two Esquimaux hunters, Mr. Petersen, and several sportsmen constantly on the alert, yet the resources of the country during eleven and a half months only yielded us eight reindeer, two bears, eighteen seal, and a few water-fowl and ptarmigan.

The winter was unusually cold and stormy. Arrangements were completed during the winter for carrying out our intended plan of search. I felt it to be my duty personally to visit Marshall Island, and in so doing proposed to complete the circuit of King William's Island.

I was accompanied by Mr. Petersen, our interpreter, and Alex. Thompson, quartermaster. We had with us two sledges drawn by dogs. On the 28th of February, when near Cape Victoria, we had the good fortune to meet a small party of natives, and were subsequently visited by about forty-five individuals. For four days we remained in communication with them, obtaining many relics, and the information that several years ago a ship was crushed by the ice off the north shore, for King William's Island, but that all her people landed safely, and went away to the Great Fish River, where they died. This tribe was well supplied with wood, obtained, they said, from a boat left by the white men on the Great River.

We reached our vessel after twenty-five days' absence, in good health, but somewhat reduced by sharp marching, and the unusually severe weather to which we had been exposed. For several days after starting, the mercury continued frozen.

On the 22nd of April our long-projected spring journey was commenced. Lieut. Hobson accompanied me as far as Cape Victoria. Each of us had a sledge drawn by four men, and an auxiliary sledge drawn by six dogs. This was all the force we could muster.

Before separating we saw two Esquimaux families living out upon the ice in snow-huts. From them we learned that a second ship had been seen off King William's Island, and that she drifted ashore in the fall of the same year. From this they had obtained a vast deal of wood and iron. I now gave Lieut. Hobson directions to search for the wreck, and to follow up any traces he might find upon King William's Island.

Accompanied by my own party and Mr. Petersen, I marched along the east shore of King William's Island, occasionally passing deserted snow-huts, but without meeting natives till the 8th of May, when off Cape Norton, we arrived at a snow village containing about thirty inhabitants. They gathered about us without the slightest appearance of fear of shy-

ness, although none had ever seen living white people before. They were most willing to communicate all their knowledge and barter all their goods, but would have stolen everything that they not been very closely watched. Many more relics of our countrymen were obtained; we could not carry away all we might have purchased.—They pointed to the inlet we had crossed the day before, and told us that one day's march up it, and thence four days overland, brought them to the wreck. None of these people had been there since 1857-58, at which time they said but little remained, their countrymen having carried away almost every thing.

Most of our information was received from an intelligent old woman. She said it was in the fall of the year that the ship was forced ashore. Many of the white men dropped by the way as they went towards the Great River; but this was only known to them in the winter following, when their bodies were discovered. They all assured us that we would find natives upon the south shore, at the Great River, and some few at the wreck; but unfortunately this was not the case. Only one family was met with off Point Booth, and none at Montreal Island, or any place subsequently visited.

Recrossing the Strait to King William's Island, we continued the examination of southern shore without success until the 24th of May, when, about ten miles eastward of Cape Herschel, a bleached skeleton was found, around which lay fragments of European clothing. Upon carefully removing the snow a small pocket-book was found, containing a few letters. These, although much decayed, may yet be deciphered. Judging from the remains of his dress, this unfortunate man was a steward or officer's servant, and his position exactly verified the Esquimaux's assertion—that they dropped as they walked along.

After parting from me at Cape Victoria, on the 28th of April, Lieut. Hobson made for Cape Felix. At a short distance westward of it he found a very large cairn, and close to it three small tents, with blankets, old clothes and other relics of a shooting or a magnetic station; but although the cairn was dug under, and a trench dug all around it at a distance of ten feet, no record was discovered. A piece of blank paper, folded up, was found in the cairn, two broken bottles, which may have contained records, lay beside it among stones which had fallen from off the top. The most interesting of the articles discovered here, including a boat's ensign, were brought away by Mr. Hobson.

On the 6th of May Lieut. Hobson pitched his tent beside a large cairn upon Point Victory. Lying among some loose stones which had fallen from the top of this cairn was found a small tin case containing a record, the substance of which is briefly as follows:

"This cairn was built by the Franklin expedition, upon the assumed site of Sir James Ross's pillar which had not been found. The Erebus and Terror spent their first winter at Beechy Island, after having ascended Wellington Channel to lat. 77 deg. N., and returned by the west side of Cornwallis Island. On the 12th of September, 1846, they were beset in lat. 70.05 N., and long. 98.23 W. Sir J. Franklin died on the 11th of June, 1847. On the 22d of April, 1848, the ships were abandoned five leagues to the N. W. of Point Victory, and the survivors, one hundred and five in number, landed here under the command of Capt. Crozier."

This paper was dated April 25, 1848, and upon the following day they intended to start for the Great Fish River. The total loss by deaths in the expedition up to this date was nine officers and fifteen men.

A vast quantity of clothing and stores of all sorts lay strewn about, as if here every article was thrown away which could possibly be dispensed with; pickaxes, shovels, boots, cooking utensils, iron work, rope, blocks, canvas, a dip circle, a sextant, engraved "Frederic Hornby, R. N.," a small medicine chest, oars, &c.

A few miles southward, across Back Bay, a second record was found, having been deposited by Lieut. Gore and M. des Vaux in May 1847. It afforded no additional information.

Soon after leaving Cape Herschel the traces of natives became less numerous and less recent, and after rounding the west point of the island they ceased altogether. This shore is extremely low, and almost utterly destitute of vegetation. Numerous banks of shingle and low islets lie off it, and beyond these Victoria Strait is covered with heavy and impenetrable packed ice.

When in latitude 69 deg. 09 N., and long. 99 deg. 27 W., we came to a large boat, discovered by Lieut. Hobson a few days previously, as his notice informed me. It appears that this boat had been intended for the ascent of the Fish River, but was abandoned apparently upon a return journey to the ships, the sledge upon which she was mounted being pointed in that direction. A large quantity of clothing was found within her, also lay in the after part of the boat, under a pile of clothing; the other, which was much more disturbed, probably by animals, was found in the bow. Five pocket watches, a quantity of silver spoons and forks, and a few religious books were also found, but no journals, pocket-books, or even names upon any articles of clothing. Two double-barrelled guns stood upright against the boat's side precisely as they had been placed eleven years before. One barrel of each was loaded and cocked; there was ammunition in abundance, also thirty or forty pounds of chocolate, some tea and tobacco.

Fuel was not wanting; a drift tree lay within one hundred yards of the boat. Many very interesting relics were brought away by Lieutenant Hobson, and some few by myself.

On the 5th of June I reached Point Victory without having found anything further. The clothing &c. was again examined for documents, note books, &c. without success—a record placed in the cairn, and another buried ten feet true north of it.

The shore of King William's Island, between its north and west extremes, Cape Felix and Crozier, has not been visited by the Esquimaux since the abandonment of the Erebus and Terror, as the cairns and articles lying strewn about, which are in their eyes of priceless value, remain untouched. If the wreck still remains visible it is probably she lies upon some of the off-lying islets to the southward, between Capes Crozier and Herschel.

On the 28th of June Capt. Young and his party returned, having completed their portion of the search, by which the insularity of Prince of Wales's Land was determined, and the coast line intervening between the extreme points reached by Lieut. Osborne and Browne discovered; also, between Bellot Strait and Sir James Ross's furthest in 1849 at Four River Bay.

Fearing that his provisions might not last out the requisite period, Capt. Young sent back four of his men, and forty days journeyed on through fogs and gales with but one man and the dogs, building a snow-hut each night. But few men could stand so long a continuance of labor and privation, and its effect upon Capt. Young was painfully evident.

Lieut. Hobson was unable to stand without assistance upon his return on board. He was not in good health when he commenced his long journey, and the sudden severe exposure brought on a serious attack of scurvy; yet he also most completely his work; and such facts will more clearly evince the unflinching spirit with which the object of our voyage has been pursued in these detached duties than any praise of mine.

We were now at length all on board again. As there were some slight cases of scurvy, all our treasured resources of Burton ale, lemon juice, fresh animal food were put into requisition; so that, in a comparatively short time, all were restored to sound health.

During our sojourn in Port Kennedy we were twice called upon to follow a shipmate to the grave. Mr. Geo. Brands, engineer, died of apoplexy on the 6th of November, 1858. He had been out deer shooting several hours that day, and appeared in excellent health. On the 14th of June, 1859, Thomas Blackwell, ship's steward, died of scurvy. This man had served in two of the former searching expeditions.

The summer proved a warm one. We were able to start upon our homeward voyage on the 9th of August.

From all that can be gleaned from the record paper, and the evidence afforded by the boat, and various articles of clothing and equipment discovered, it appears that the abandonment of the Erebus and Terror had been deliberately arranged, and every effort exerted during the third winter to render the travelling equipments complete. It is much to be apprehended that disease had greatly reduced the strength of all on board, far more perhaps than they themselves were aware of. The distance, by sledge route, from the ships when abandoned, to the boat, is 65 geographical miles. The most perfect order seems to have existed throughout.

This report would be incomplete did I not mention the obligations I have been laid under to the companions of my voyage, both officers and men, by their zealous and unvarying support throughout. A feeling of entire devotion to the cause which Lady Franklin has so nobly sustained and a firm determination to effect all that man could do, seems to have supported them through every difficulty. With less of this enthusiastic spirit and cheerful obedience to every command, our small number (twenty-three in all) would not have sufficed for the successful performance of so great a work.

F. I. MCCLINTOCK, Cap. R. N. Com. Final Searching Expedition. Yacht Fox, R. Y. S., off the Isle of Wight, Sept. 21, 1859.

[Here follows a long account, filling two columns, of the many articles discovered, consisting of clothing, boots, pocket-knives, silver spoons and forks, &c. &c. Some of these bear Sir John Franklin's initials and crest; others the initials of other officers and men.]

COMMUNICATION.

To All Whom it may Concern.

Be it known that the Officers of the Iredell County Temperance Society are a standing Committee, to search out and report any of its members who are not living strictly up to the pledge; we know there are many who are not aware of this, as they do not meet with us. All we have to say to them is, we would be glad if they would be so kind as to make known to some of our community, just what we intend to do, so that we may be often reproached as holding disorderly members on our list of names, but we hope there are but few such, and we would be glad if there was not one in all our beloved America. Friends, think sincerely of this matter, and come, and relieve us of a task which has been so long delayed with us. We can tell you, it is a painful duty, but like all other duties, it must be discharged. We hope it will give no offence as it is done, on our part with a kind, Christian feeling.

Robert Boyd, Concord.
John C. Montgomery, Fifth Creek;
Wm. S. Houpe, Bethany;
J. H. Scroggs, Trinity.
Committee.

The Charleston papers announce the death of Gen. Samuel Cruikshank, which occurred last week in Baltimore. His remains were brought to Charleston on Sunday morning last, and his funeral took place with military honors on yesterday.

Iredell Express.

EDWARD E. BAKER & SON,
EDITORS AND PROPRIETORS.

STATESVILLE,
Friday, Oct. 28, 1859.

Our Terms.

THE "IREDELL EXPRESS" is published upon the following terms, from which there will be no deviation. Subscribers therefore will govern themselves accordingly. 1 copy one year, if paid in advance, \$2.00; if paid within 6 months, \$2.50; if paid within 3 months, \$3.00. If not paid till the end of the subscription year, \$3.00.

The Insurrection in Virginia.

The public mind was startled the past week by intelligence of an outbreak and insurrection at Harper's Ferry, Va., led on and headed by Abolitionists, which took place on Sunday night the 17th instant by seizing on the U. S. Army, Arsenal, and other Government property, and stopping the trains on the Baltimore and Ohio Railroad. Below we furnish such items concerning this outrage as our exchanges afford. It seems the most prompt measures were adopted by the President, and Governors of Maryland and Virginia, to suppress and punish the miscreants concerned in this most diabolical affair.

Baltimore, Oct. 18th.

The troops reached Harper's Ferry about day light, and called upon the insurgents to surrender. This demand was refused, and the marines forced the door of the armory under a heavy fire from the insurgents, which was returned by the marines, who forced an entrance at the point of the bayonet. In a few moments the conflict was over. All the living insurgents were captured. The insurgents tried to shoot them, but were prevented.

Ossawatimie Brown, of Kansas notoriety, with his son, were both shot, the latter dead, and the former dying. He talks freely, and says the whole object was to free the slaves. Anderson of Connecticut, another of the leaders is killed. Three marines and several State troops were shot.

Among those murdered by the insurgents are several of the first men of that section of the State.

It is feared the insurrection has many ramifications. The population are much excited and insist that the prisoners should be tried by drum-head court martial.

Washington, Oct. 18.

A company of mounted men, under the authority of the President, left Baltimore this afternoon to pursue the fugitive insurgents in any State or locality of the Union. The District Attorney left here this afternoon to bring the prisoners to immediate trial.

Three hundred Virginia military arrived here from Richmond this evening, but found orders to return, their services not being at all needed. The most energetic measures are on foot to ferret out and capture all parties involved in the insurrection.

Quiet is restored.

Baltimore, Oct. 19.

The dying confession of some of the insurgents states that Ossawatimie Brown and some others concocted the affair a month ago, and hired a farm in the vicinity of Harper's Ferry, having gathered around him several impoverished Kansas discontented and fanatics. A plan was laid to seize the armory, hoping thus to induce a concentration of slaves in the neighboring counties of Virginia and Maryland, and ignite a general and wide spread insurrection.

It was stated on Sunday, that the insurgents would be reinforced by fifteen hundred men. Many citizens and government employees were armed out of town, on Sunday night, by armed squads of blacks and whites, who spread the alarm, causing the assembling of armed citizens and troops in the neighboring towns. This movement alarmed the negroes who may have intended joining the insurgents.

The Railroad companies afforded every facility, for the transportation of the troops, and before the rioters were aware of it, every outlet of the town was guarded, and the insurgents completely cut off from the town.

Previous to this movement, a portion of the Abolitionists had effected a stampede among the negroes of the neighboring farms, forcing them away against their will.

About dusk on Monday night, the local military simultaneously attacked the town from four different points, and drove the insurgents into the armory enclosure for refuge. The conflict in the streets of Harper's Ferry was very severe: fifteen of the insurgents, and two or three of their assailants being killed, and several wounded.

Matters thus rested until the arrival of the United States marines, sent from Baltimore and Frederick, when the armory surrendered at daylight.

The demand for surrender being refused, the marines battered down the door of the armory, but were met by a brisk discharge from the insurgents. One marine was killed and one injured, but no mortal wound was inflicted. The marines forced an entrance, taking all the insurgents prisoners and liberating their captives, whom they had previously threatened to murder if attacked.

The number of insurgent prisoners is not ascertained, but it is reported that of the original insurgents have been killed and two were believed to be mortally wounded.

Among the citizens of Harper's Ferry murdered are Franklin Brehman, a prominent and respectable citizen, the agent of the Baltimore and Ohio Railroad Company, Joseph Harris and George Turner, one of the first men in the vicinity.

There were killed in the fight, Evan Dorsey, railroad conductor, George Richardson, of Martinsburg. Several soldiers are seriously wounded.

A dispatch from Harper's Ferry of the 19, says: There are no signs of any fugitives.—The Chambersburg troops are searching the mountains. Last evening detachments of marines and volunteers visited Brown's house, and found a large quantity of blankets, boots, shoes, clothes and tents, besides 1500 pikes, with large blades fixed to them. Also a carpet bag containing sundry documents, showing considerable light on the affair; among them a printed constitution and by-laws of organization, showing or indicating ramifications in the various States of the Union. Also letters from different individuals at the North. One from Fred Douglas containing \$10, one from a lady, one from Richard Smith containing money, and enclosing a check on N. York bank by him for \$100. All these documents are in the possession of Gov. Wise, who has issued his proclamation, offering \$1000 for the arrest of Cook.

The wagons loaded with government arms have been recovered. The insurgents did not rob the pay-office, as at first reported. There was a large sum of money in it. It appears that the insurrectionists had a printed constitution and by-laws for a provisional government of the United States. They had also issued commissions from their war-office, near Harper's Ferry; of which the following is a specimen: "Whereas W. H. Leeman has been nominated Captain of the Army established under the Provisional Government; now, therefore, in pursuance of authority vested in me by the Provisional Government, I do hereby appoint and Commission said Leeman, Captain."

"Given at the office of the Secretary of War, on the fifteenth of October, 1859."

"John Brown, Commander-in-Chief."

"H. Keys, Secretary of War."

Annexed is a copy of an anonymous letter addressed to Mr. Floyd, Secretary of War, at Washington:

"Cincinnati, Aug. 20.—Sir: I have recently received information of a movement of such great importance, that I felt it duty

to impart it to you without delay. I have discovered the existence of a secret association, having for its object a liberation of the slaves of the South by general insurrection. One of this movement is old John Brown, late of Kansas, who has been to Canada, recruiting the past winter, drilling negroes, who are only waiting his word to start for the South and assist the slaves. They have one of their leaders, a white man, in an asylum in Maryland, although where it is situated I am unable to learn. As soon as everything is ready, a number of negroes who are now in the Northern States and Canada will come South, in small detachments, to their rendezvous, which is in the mountains of Virginia, and will pass down through Pennsylvania and Maryland, and enter Virginia at Harper's Ferry.

The Brown left the North three or four weeks ago, and will arm the negroes and strike a blow in a few weeks, so that whatever is done to put a stop to their proceedings, must be done at once. They have a large quantity of arms at their rendezvous, and are probably distributing them already. I am not fully in their confidence, and this is all the information I can give you. I dare not sign my name to this, but trust you will not disregard the warning on this account."

All the ring leaders, excepting one or two, have been killed or captured, and are now in the hands of the authorities of Virginia. Their fate will be the gallows.

Why Stand Back?

We think those persons who appear backward and lukewarm about subscribing for stock in the Charlotte and Statesville Railroad, as we will call it, stand much in their own light, and should the road be not built for the lack of their aid, they will feel bitter regrets hereafter, when it will be too late to profit by a great work they will have cast away. We have alluded to this subject so often, that we feel a delicacy in approaching it again, lest it might be thought officious in us to urge upon others what they ought to understand for themselves; but the case seems to us so important for the welfare of this section, so well calculated to benefit a large portion of the State, that we cannot get our own consent to remain indifferent and silent while there is a moment of time left to advocate the road, and secure the charter. We have not yet heard a single dissenting voice, in this section, against the importance of building the road, but while all admit this, we truly regret that so few are willing to step forth and manifest a willingness to aid in the work, by subscribing for stock according to their known ability. But, perhaps, they are only waiting to see if something will not turn up, and the road be built without their aid. This, to say the least, is a dangerous experiment, and may prove fatal to the enterprise. Their indifference may cool the ardor of others, and so the work never be commenced. In our opinion, which is supported by the experience of thousands where railroads have been made, persons owning property on the line of this road and within ten and fifteen miles of it, would if they were to subscribe for stock to the amount of one-half their possessions, and the other moiety raised to a greater value than the whole is now worth, immediately upon the completion of the road, and their stock would not have cost them a cent. There is no doubt of this fact. But this would be the least benefit people would derive from the road; the advantages for reaching the best markets, by a short route, would confer a tenfold value in disposing of the products of the country.

Public Taxes for 1859.

The Comptroller of the State has published his report of the Public Taxes paid in for the year 1859, showing an aggregate sum of \$607,813 68. The Taxes for 1858 amounted to \$587,612 76, leaving out Cherokee, Haywood and Yancey which were not returned in time to be enrolled in the table for 1858.

The increase is \$111,805 67, or a fraction over twenty per cent.

Iredell paid \$8,686 68; Wilkes \$3,818 45; Cabarrus \$8,450 30; Alexander \$2,157 23; Yadkin \$3,854 90; Catawba \$4,998 37; Rowan \$14,409 21; Randolph \$7,121 29; Guilford \$13,028 43.

Home made Molasses.

We have received from Mr. B. J. R. Summers a gallon of very superior Molasses, and a sample of three hundred gallons which Mr. Summers has boiled from the juice of the cane this season, which is only a portion of his crop. We pronounce it equal to the best Louisiana plantation, which sells in the up-country for 75 cents a gallon, but Mr. S. will sell his for less.

We would here state that Mr. Summers purchased of us a double geared cane crusher, the best in use, and it expresses the juice four times more rapidly than any other style of crusher, with which he is much pleased.

Mr. L. W. Morrison has brought us a half bushel of sweet potatoes, the largest we have seen; three of them weighed 123 pounds. Who can beat that? Send them along for weight and measurement, a half bushel at a time if you like, more or less.

Sugar at Cargo Prices.

We are requested to call attention to the cargo of 158 hds. of sugar which is offered for sale by Messrs. Harris & Howell, of Wilmington. Let upcountry merchants send them their orders.

Also, we invite attention to other advertisements in the Express, all of which speak for themselves.

Tickets to the Fairs.

We tender thanks to the Secretaries for tickets to the Fairs which are to be held at Newbern and Charlotte, respectively, this month.

Rail Road Meeting at Concord Church. There will be a Rail Road Meeting held at CONCORD CHURCH, Iredell county, on FRIDAY of the present week, 28th October, to which the public are invited. Several fine speeches will be delivered.

\$16,000 at Davidson College.

At Davidson College the sum of \$16,000 has been subscribed for stock in the Statesville and Charlotte Rail Road.

Rail Road Convention to be held at Olin.

We have been requested to announce that the citizens in the upper portion of Iredell county have resolved to hold a Rail Road Convention at OLIN on Saturday, the 26th November next, for the purpose of taking stock in the Atlantic, Tenn. & Ohio R. Road.

We likewise learn that similar meetings will be held at Hamptonville and Mt. Airy, but we are not advised of the time.

From Mr. Jas. F. Harbin we have received some very large potatoes.

Mr. R. H. Morrison has brought us a very fine vegetable which he calls Potato-Pumpkin, the seed of which he brought from Arkansas. It is near the size of a peck-measure, and is said to be "nice eating," when well served.

Dr. KIDNION, and not "Dr. Kinsley," as was wrongly stated in last issue, will deliver the address before the "W. C. T. S." at O

NEW MARBLE YARD.
H. C. MALCOLM,
PRACTICAL MARBLE CUTTER,
Salisbury, N. C.
Respectfully informs the Public that he has opened a
MARBLE YARD,
Opposite the Mansion Hotel,
Where he is prepared to fill all Orders with
dispatch for Monuments, Head-Stones,
Tomb-Stones, and all kind of Work in
the Marble Line, of either
IMPORTED
ITALIAN
OR
AMERICAN MARBLE.
Having made arrangements by which he
can procure the IMPORTED ITALIAN MARBLE
at reduced prices, he can fill all Orders for
Monuments, &c., at reasonable rates.
He would be happy to have all who are
desirous of dealing in his line to call and see
specimens of Marble, hear prices, and judge
for themselves.
Having had an experience of 25 years in the
business, he will give his personal attention
to putting up Monuments, &c.
Nov. 5, 1855. 401

LECKIE & SON,
TIN
AND
SHEET
IRON
WARE.
ROOFING
AND
GUTTER-
ING,
etc., etc.
Statesville, N. C.
WOULD most respectfully call upon a
generous public to sustain them in
their line of business, as they will find it to
their advantage to do so.
They will keep on hand all kinds of TIN
AND SHEET-IRON WARE, and make to
order at the shortest notice. They have had
good success in Roofing and Gutting with
Tin, and would say to one and all, that they
are prepared, at the shortest notice, to do any
and all jobs of this kind, at home and at a
distance, on low terms.
STOVES.—They will be in receipt of a lot
of COOK, PARLOR AND SHOP STOVES,
also other articles in the Housekeeping line,
in a short time.
They will sell very low for cash, or to punctual
dealers, all of their Wares, and, in all
cases warrant them to be made of the best
materials, and workmanship inferior to none.
Old Copper, Pewter, and Produce taken in
exchange for work. Give us a call, and try
us.
April 22, 1859. 20-ly

JAS. F. BELL, JR.,
Attorney-at-Law & Solicitor in
Equity,
STATESVILLE, N. C.
Will promptly attend to all business entrusted
to his care in the Courts, (County and Superi-
or), of Iredell and adjoining Counties.
January 1, 1859.—3-ly

ALL ABOARD FOR HIGH PINT!
Third Edition, Revised, Enlarged and Removed.
S. J. RICKERT
TAKES PLEASURE IN INFORMING HIS FRIENDS, PATRONS,
AND ALL MANKIND IN GENERAL, THAT
HE HAS REMOVED
TO THE
HOUSE FORMERLY OCCUPIED AS THE BOOK STORE,
OPPOSITE THE COURT HOUSE,
Where he is Receiving and Opening the LARGEST STOCK of
CONFECTIONERY,
FANCY GOODS AND JEWELRY,
EVER OFFERED IN STATESVILLE.
CALL AND EXAMINE HIS STOCK,
As he takes pleasure in Showing his Goods.
If your HAIR is falling out, or diseased in any way, he has the article to Restore it
PROF. WOOD'S HAIR RESTORATIVE.
He is also AGENT for
Sanford's, Ayer's and Dr. Jayne's MEDICINE
LADIES. If you wish Preserves, Pickles, or Candies;
GENUINE if you wish Presents for the LADIES;
LITTLE PILLS and GIRLS, if you wish
S. J. RICKERT'S
IS THE PLACE TO BUY THEM.
STATESVILLE, March 30, 1859. 17-ly

THE Iredell Express
FOR OFFICE
Is the place to get all kinds of Print-
ing done neatly, cheaply, AND JUST
WHEN YOU WANT IT.
BLANKS
Of every description kept always
on hand or printed to order.

GRAND OPENING
OF NEW
FALL & WINTER GOODS.
Ahead of Everybody!
IMMENSE ATTRACTIONS.
THE UNDERSIGNED RESPECTFULLY INVITE EVERYBODY
to call and see our New Fall Stock of
STAPLE AND FANCY DRY GOODS.
They are rich and rare, and far surpass any Stock in beauty that was ever offered in
Salisbury. We are selling off DRY GOODS rapidly, and at a low price.
GIVE US A CALL, and we will convince you that our Stock is far SUPERIOR to
ANY that has been offered to the public, and that our prices are down to the LOWEST
water mark.
MOTTO—Polite attention to Customers, and Small Profits.
SPECIAL NOTICE.
COUNTRY MERCHANTS, and the Public generally, will find in addition to
our Stock of STAPLE AND FANCY GOODS, a splendid Stock of
READY-MADE CLOTHING, BOOTS & SHOES,
OF all sorts, sizes and prices.
HATS, FLATS, AND BONNETS,
Drugs, Paints, Oils, and Dye Stuffs,
WOOD WARE, BUCKETS, BROOMS, BRUSHES, TWINE, ROPE,
CROCKERY AND QUEENSWARE,
and the best Stock of
SUGAR, COFFEE, AND MOLASSES,
ever offered in Salisbury.
We beg leave to return our most sincere thanks for the liberal patronage bestowed on us
by our friends last Season, and hope, by strict attention to business, and low prices, they
will still favor us with their purchases.
Don't fail to CALL AT THE OLD ESTABLISHED STAND ON THE CORNER
opposite the Mansion Hotel.
McNEELY & YOUNG.
Salisbury, N. C., Sept. 25, 1859. 14-ly

Business Cards.
DR. Y. S. DEAN
Will attend all Calls both in Town and Coun-
try, on College Avenue, one door west of
the Printing Office.
Statesville, N. C. 2
DR. H. KELLY
Offers his professional services to the public.
Office on College Avenue, opposite the
Methodist Church, Statesville, N. C.
HAYNE DAVIS,
ATTORNEY-AT-LAW,
STATESVILLE, N. C.
Will promptly and diligently attend to all
business entrusted to his care.
Office opposite the Jail. Oct. 22, '58.
SIMONTON HOUSE.
THE Subscribers having become lessees of
this spacious new Hotel, located near the
Public Square and Court House, in Statesville,
respectfully announce that they are prepared
to accommodate the traveling public and all
who may favor them with patronage, with
entertainment equal to any first-class Hotel
in the Union.
Mrs. M. A. WREN & SON.
July 3. 31-ly

W. R. WILSON,
HAVING JUST RETURNED FROM
the Northern cities, with his Fall stock,
Watches, Jewelry,
Silver-ware, Fine Table
Cutlery, &c.,
Respectfully invites his customers,
and the public generally,
to please call and care-
fully examine his stock
at his store, next door to
Bell, Rickert & Co.
REPAIRING OF WATCHES & CLOCKS.
and JOBBING of all kinds, strictly at-
tended to by the very best of Watch-Makers, and all
work WARRANTED for 12 months.
W. R. WILSON.
Statesville, Oct. 1, 1859. 44-3m

W. R. WILSON,
HAVING JUST RETURNED FROM
the Northern cities, with his Fall stock,
Watches, Jewelry,
Silver-ware, Fine Table
Cutlery, &c.,
Respectfully invites his customers,
and the public generally,
to please call and care-
fully examine his stock
at his store, next door to
Bell, Rickert & Co.
REPAIRING OF WATCHES & CLOCKS.
and JOBBING of all kinds, strictly at-
tended to by the very best of Watch-Makers, and all
work WARRANTED for 12 months.
W. R. WILSON.
Statesville, Oct. 1, 1859. 44-3m

THOMAS MACKENZIE & SONS,
COACH TRIMMINGS
AND
SADDLERY HARDWARE,
TRUNK,
AND HARNESS TRIMMINGS.
No. 222 Baltimore-St., near Charles, North Side,
BALTIMORE, MD.
OUR FRIENDS WILL FIND IN OUR STORE ONE OF
the best, largest, newest and cheapest stocks of Carriage
Trimming, Harness Trimmings, and Saddlery Hardware,
of any importing house in the United States. We are con-
stantly getting up
"SOMETHING NEW."
and replenishing our stock by frequent arrivals from Eu-
rope, to which market, one of our firm pays frequent visits
to examine the latest styles of Harness Trimmings, and
Saddlery Hardware. In connection with our Saddlery
Store is a Plating Establishment, which every day turns
out some of the best Plated Silver and Brass Work in the
country.
To cash buyers and prompt paying customers, we offer
great inducements. We have all kinds of Dealers' vari-
ous styles of Harness Trimmings, and Saddlery Hardware,
at the lowest prices. A regular weekly line
of new styles of Harness Trimmings, and Saddlery Hardware,
is sent to our store from Europe, and we are con-
stantly getting up
"SOMETHING NEW."
and replenishing our stock by frequent arrivals from Eu-
rope, to which market, one of our firm pays frequent visits
to examine the latest styles of Harness Trimmings, and
Saddlery Hardware. In connection with our Saddlery
Store is a Plating Establishment, which every day turns
out some of the best Plated Silver and Brass Work in the
country.
All customers and all orders coming to our store are
attended to by one of our firm in person, all of whom are
practical business men.
We name the following as partial description of our
stock:
Hig Sinks, Saddle Trees, Blankets, Tuffs, Hammes, Stir-
rups, Tackles, Web Rings, Buckles, Tools, Ornamental Saddle
Cloths, Bags, Umbrellas, Caddies, Springs, Axes,
Turned Collars, Bands, Laces, Put at Leather Trunk Laces,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,
Stump Joints, Hubs, Spokes, Varnish, Dash Pans, Mon-
key Screws, Pumps, and Brass Shells, Sockets, and Yokes,
Patent Carriage Bolt, Fine Steel Springs, and all kinds of
Knobs, Axle Clips, Screws, Turned Bolts, Spring Boxes,
Files, Hinges, Bolt Lugs, Claws, Damask Fringes, Alou-
cas, Caddies, Carps, Tassels, Glass Frames, Handies,<